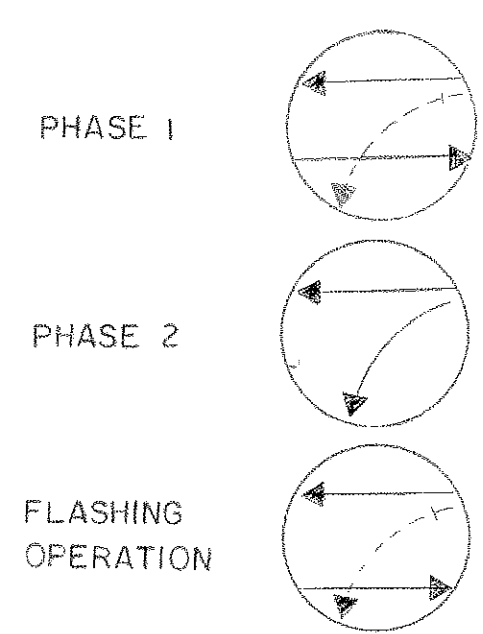


NOTE

- 1 THE DETECTOR LOCATED IN THE LEFT TURN BAY IS TO OPERATE AS TRUE PRESENCE, NO MEMORY
- 2 THE STRIPING SHOWN ON THIS PLAN IS PROPOSED
- 3 FOR CONSTRUCTION DETAILS SEE PAGES 34-37 OF THE PROPOSAL BOOK
- 4 THE LEFT TURN LOOP IS TO OPERATE USING A TIME DELAY UNIT



**LEGEND OF UNDERGROUND UTILITIES**

---	GAS MAIN
---	WATER MAIN
---	SEWER MAIN
---	ELECTRIC CABLES
---	TELEPHONE CABLES
---	AERIAL CABLES

APPROVAL:	REGIONAL TRAFFIC ENGINEER
APPROVAL:	CHIEF BUREAU OF TRAFFIC ENGINEERING
APPROVAL:	ASST. CHIEF ENGINEER TRAFFIC
REVISIONS	

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

TRAFFIC DIVISION - BUREAU OF TRAFFIC ENGINEERING

MD 450 & RAMP TO CAPITAL  
BELTWAY SOUTH

SCALE 1" = 20' DATE 6/15/73 CONTRACT NO. P-420-000-385  
FAP NO. U-931-1(2)

DRAWN BY: MATTHAI COUNTY: PRINCE GEORGES

DESIGNED BY: Robert W. Hagan SIGNAL NO.: 16332

CHECKED BY:

DRAWING NO.  
**TS-953A**